

Summaries of Highway Bill Programs

National Highway Performance Program (NHPP) - Supports construction of new facilities on the National Highway System (NHS) geared towards achieving national performance goals for improving infrastructure safety, condition, mobility, or freight movement established by the State asset management plans.

Eligible projects are located on the interstate or NHS and eligible activities include: construction, reconstruction, restoration, resurfacing, preservation of NHS segments, bridges, or tunnels; training bridge and tunnel inspectors; construction, rehabilitation or replacement of existing ferryboat facilities; bicycle transportation and pedestrian walkways; highway safety improvements on NHS; and other functions.

NHPP is the largest highway program and states are able to transfer up to 50 percent of NHPP dollars to other programs.

Surface Transportation Program (STP) - States and metropolitan regions may use these flexible funds for bridges, highways, pedestrian and bicycle projects, and some transit projects. States allocate portions of funds under this program for metropolitan areas of 200,000 people or more. Eligible activities include: federal-aid bridge repair; highway and bridge rehabilitation and construction; de-icing of tunnels and bridges; off-system bridge repair; pedestrian, bicycle, and recreational trails; and other activities.

Highway Safety Improvement Program (HSIP) – Supports efforts to reduce fatalities and injuries on public roads, paths, and trails. HSIP funds projects on trails, paths, or roads included in State’s Strategic Highway Safety Plan to improve safety. Eligible projects include: construction of shoulders, rural road improvements, traffic calming projects, intersection improvements, data collections, and pedestrian-friendly improvements. Projects may include non-infrastructure safety efforts like training, education, and workforce development.

Railway-Highway Crossing Program – Supports eliminating hazards from railway-highway crossings. Funds through the program are apportioned to states by formula. Eligible projects include: efforts to improve crossings at bike trails, pedestrian paths, and roadways; the installation of protective devices at crossings; and other hazard elimination projects. States must survey and maintain all crossings, submit annual reports on implementing this program, and update crossing inventory databases maintained by the Federal Railroad Administration.

Congestion Mitigation and Air Quality (CMAQ) – Funds projects to reduce pollution and relieve congestion geared towards helping metropolitan regions and states meet federal air quality standards. Funds are distributed to states and within states based on the level of pollution. Funds from this program go towards increasing transportation options as opposed to projects that will increase the use of single occupant vehicles. Eligible projects can include increased transit capital projects, as well as efforts to improve traffic flow, construct high-occupancy vehicle (HOV) lanes, improve signalization and intersections, encourage carpool services, improve bicycle and pedestrian facilities, or construct facilities for electric or natural gas-fueled vehicles.

Metropolitan Planning Program – Funds provide a continuing, comprehensive, and cooperative transportation investment by metropolitan areas. These funds are provided to states to go to each metropolitan Planning Organization in designated areas. Funds for the Transportation Alternatives Program are set aside from each state’s apportionment under this program.

New Programs in Long-Term Transportation Bill (FAST Act)

National Freight Program – This formula grant program to states, funded at \$6.3 billion over five years, will provide formula funds to states to finance freight mobility projects on the national highway freight network. This is limited to intermodal and freight rail projects.

The FAST Act also includes a competitive grant program, the **Nationally Significant Freight and Highway Projects (NSFHP)**. The NSFHP program will facilitate the construction of infrastructure projects that are difficult to complete solely using existing federal, state, local, and private funds. Among other purposes, projects supported by this program will reduce the impact of congestion, generate national and regional economic benefits, and facilitate the efficient movement of freight. This program emphasizes the importance of addressing transportation impediments, which significantly slow interstate commerce. Across the country there are significant bottlenecks that could benefit from this program, which would provide substantial grant funding for infrastructure projects.

The table below shows Ohio’s share of Federal funding through the Highway Bill by program and per fiscal year.

Federal Aid Highway Programs Apportionments to Ohio by Fiscal Year									
PROGRAM	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016 est.	FY 2017 est.	FY 2018 est.	FY 2019 est.	FY 2020 est.
NHPP	Pre-Map 21 programs differ from FY 2013-2015	756,879,102	756,020,312	756,020,312	753,801,609	770,531,771	785,182,769	801,390,642	818,079,139
STP		348,140,623	347,745,606	347,745,606	377,202,327	386,056,749	394,292,308	401,337,452	410,154,429
HSIP		74,602,634	74,490,252	74,490,252	73,971,867	75,616,005	77,031,664	78,416,817	80,007,024
Railway-Highway Crossings		8,570,894	8,588,903	8,588,903	8,745,336	8,939,677	9,134,018	9,328,359	9,522,699
CMAQ		95,775,030	95,666,359	95,666,359	95,385,605	97,502,631	99,356,559	101,175,360	103,230,281
MPP		11,240,330	11,227,576	11,227,576	11,536,224	11,769,830	12,017,114	12,275,129	12,560,853
National Freight Program		N/A	N/A	N/A	39,020,269	37,323,736	40,716,803	45,806,403	50,896,004
TOTAL	1,271,888,648	1,295,208,613	1,293,739,008	1,293,739,008	1,359,663,237	1,387,740,399	1,417,731,235	1,449,730,162	1,484,450,429

Sources: [*FAST Act Conference Report*](#) and [*Federal Highway Administration*](#)

